



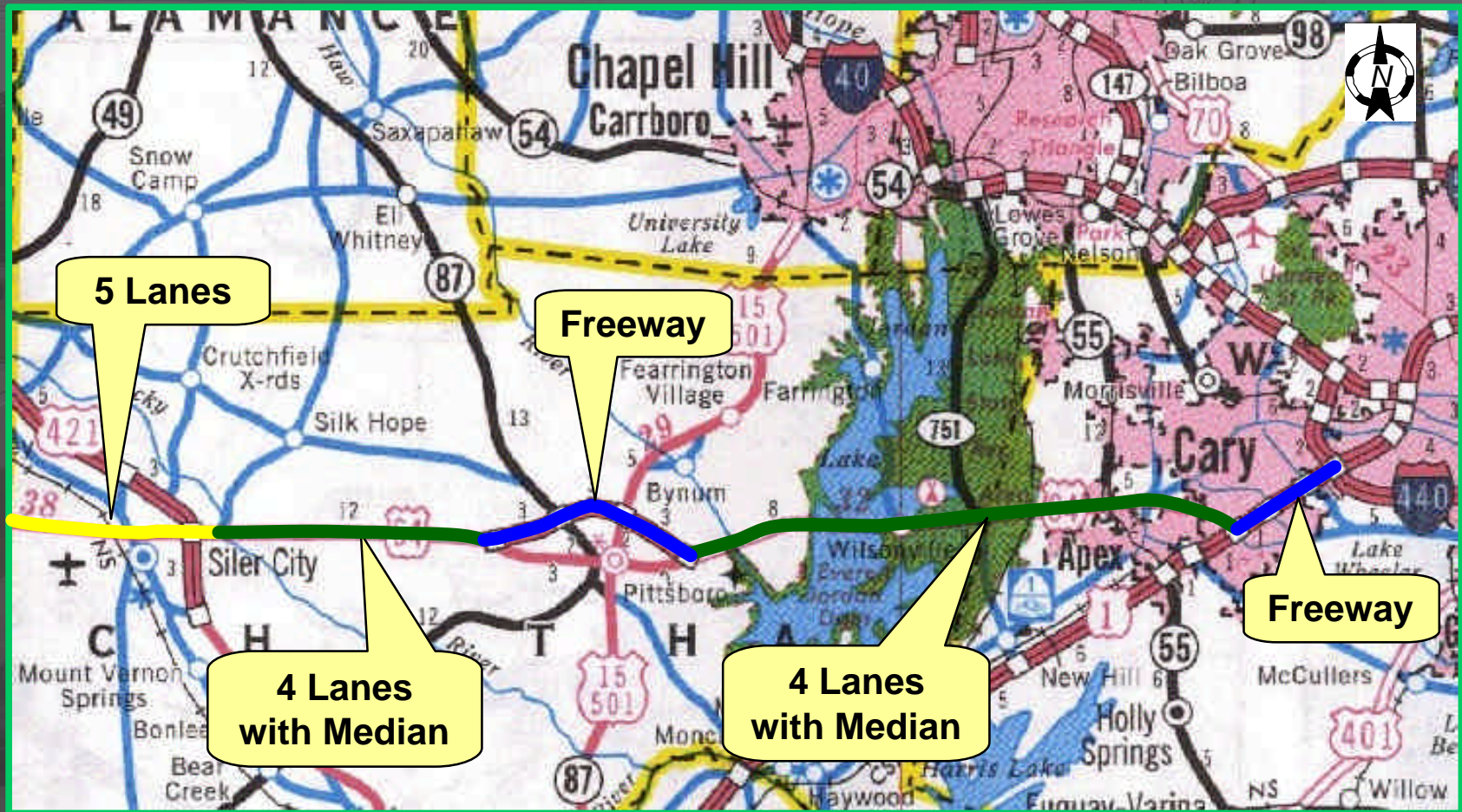
# Strategic Highway Corridors

north carolina department of transportation





# Strategic Highway Corridors

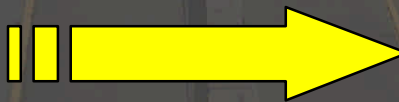


# *Strategic Highway Corridors??*

*"A set of Existing Highways Vital to Moving People and Goods within and just outside North Carolina"*

# Goals

- Create Up Front Vision for each Corridor
- Affect Long-Term Decision Making
  - Funding Decisions
  - Project Planning Decisions
  - Design Decisions
  - Day to Day/Operation Decisions (ex: Traffic Signals, Driveway Permits)
  - Local Land Use Decisions





# *Strategic Highway Corridors*

*What will this do?*

- Promotes Mobility & Creates Connectivity



# *Strategic Highway Corridors*

*What will this do?*

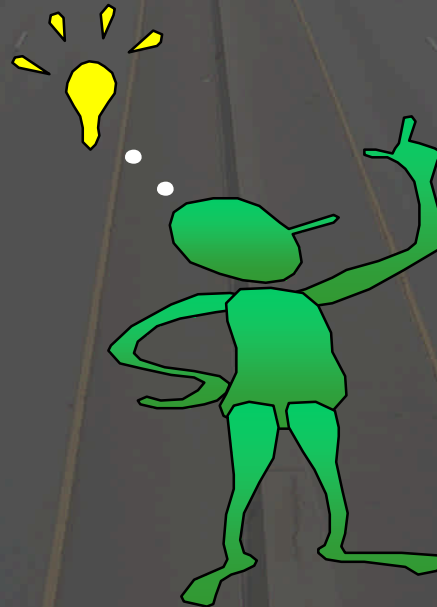
- Promotes Mobility & Creates Connectivity
- Fosters Economic Prosperity
- Minimizes Impact to the Environment
- Wiser use of Limited Dollars



# Corridor Selection

## How Did We Identify these Roads (Corridors)?

- Objective Criteria
- Other Factors
- Level of Subjectivity (Common Sense)



# *Objective Criteria*

- 1. Mobility:** Significant Traffic Volumes and Vital to the State's and/or Region's Interest
- 2. Connectivity:** Provides a Connection between Activity Centers
- 3. Interstate Connectivity:** Provides a Connection between Existing and/or Planned Interstates
- 4. Interstate Reliever:** Currently Serves or has Potential to Serve as a Reliever Route to an Existing Interstate Facility



# *Other Factors*

- Hurricane Evacuation Route
- Cited in Prominent Report (ex. Rural Prosperity Task Force Report)
- Part of a National, Statewide, Economic, or Military Highway System (ex. NHS or STRAHNET)



# *Activity Centers*

## Activity Centers Include:

- 17 MPOs





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- 17 MPOs
- Other Cities with at least 20,000 people

# *Activity Centers*

## Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (5)



# Activity Centers

➤ 17 M

➤ Other

➤ Major

➤ Major Airports (6), Seaports (2), Intermodal Terminals (3)



# *Activity Centers*

## Activity Centers Include:

- 17 MPOs
- Other Cities
- Major Military
- Major Airports  
Terminals (3)
- UNC System Universities (16)



# *Activity Centers*

## Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000
- Major Military Bases (5)
- Major Airports (6), Seaports (1), and  
Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations





# *Activity Centers*

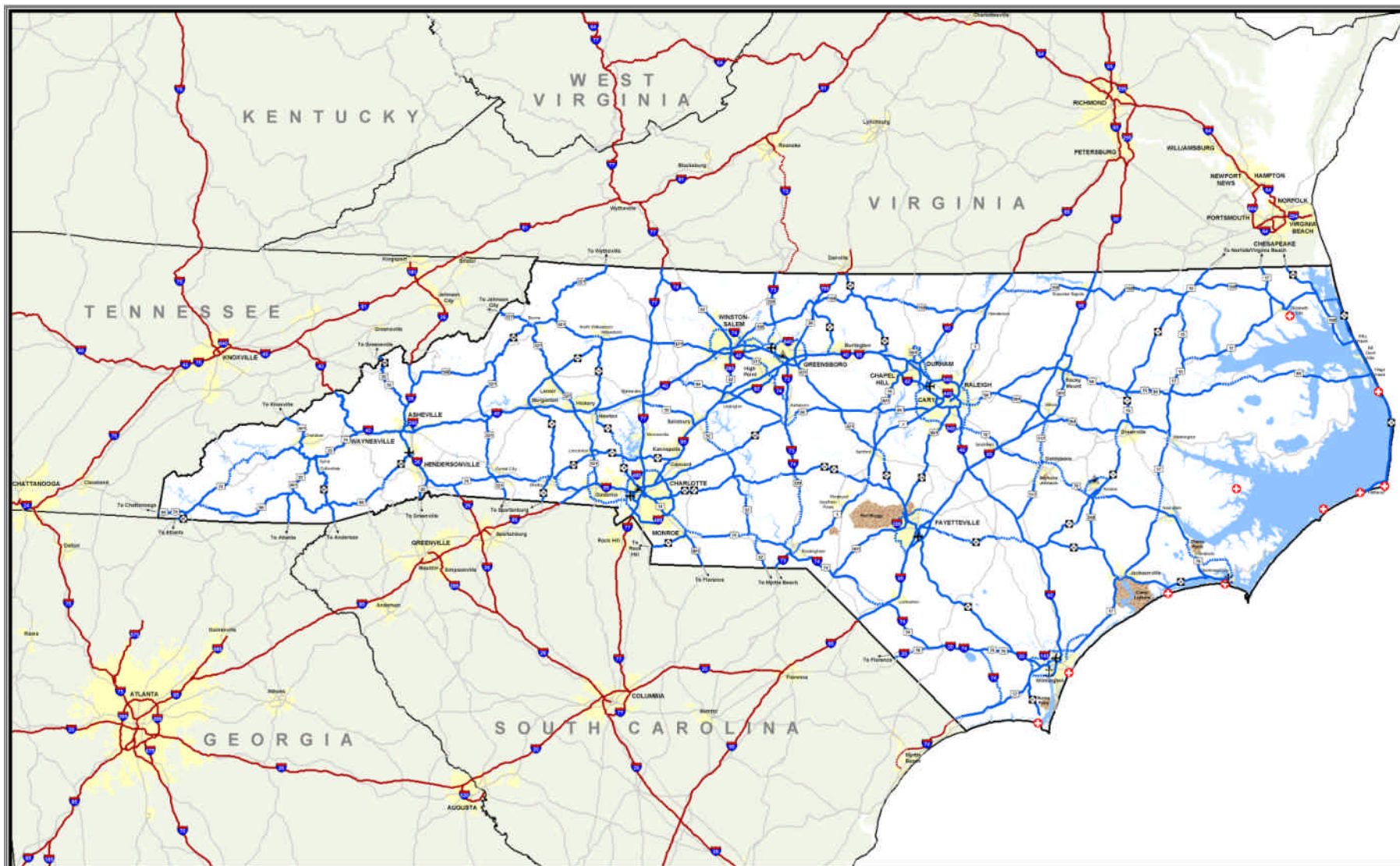
## Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (5)
- Major Airports (6), Seaports (2), Intermodal Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations
- Trauma Centers (11)

# ***Strategic Highway Corridors***

## **Characteristics**

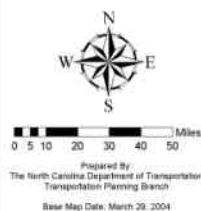
- High Traffic Volumes, High Truck %
- Serve Long-Distance and Regional Travel (Murphy to Manteo or Asheville to Boone)
- Major Users include Long-Haul Trucks and Tourists (People passing Through)



## Selected Corridors

Adopted by The North Carolina Board of Transportation

Plan Date: September 2, 2004



## Legend

### Strategic Highway Corridors

- Existing
- - - Currently Planned on New Location
- Interstate
- US/Other Route

- ⚓ State Port
- ✈ Major Airport
- ⚓ Intermodal Connector
- ⚓ Coast Guard Station
- ⚓ Major Military Base
- ⚓ Urban Area
- ⚓ Water Features



# ***Facility Types***

**Developed Definitions of Different Facility Types  
for all Strategic Highway Corridors**

**Primarily Based on Level of Access, Median,  
Driveways, and Traffic Signals**

- Freeways
- Expressways
- Boulevards
- Thoroughfares

# Freeways



- 55mph or Greater
- Minimum 4 Lanes with Median
- Access only Provided at Interchanges
- All Cross Streets are Grade-Separated
- No Traffic Signals
- No Driveways
- Examples: I -40, I -95, US 264 between Wilson and Greenville, US 70 between Dover and New Bern

# *Expressways-Type I*



- Speed Limit: 50 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets
- No Traffic Signals
- No Driveways
- Median breaks for U-turns or Left-overs
- Use of Accel. & Decel. Lanes
- Examples: US 70 around Goldsboro, US 117 North of I-40, US 220 in Rockingham County



# *Expressways-Type II*



- Speed Limit: 50 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets
- No Traffic Signals
- Some Driveway Access Allowed but Right-in/Right-out only
- Median breaks for U-turns or Left-overs
- Use of Accel. & Decel. Lanes
- Example: NC 24 between Kenansville and Beulaville, US 64 between Pittsboro and Siler City

# ***Boulevards-Type I***



- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- No Driveways Allowed
- Median breaks for U-turns or Left-overs
- Examples: US 70 Between Clayton and Goldsboro, NC 55 (Holly Springs Bypass), US 17 North of Elizabeth City

# ***Boulevards-Type II***



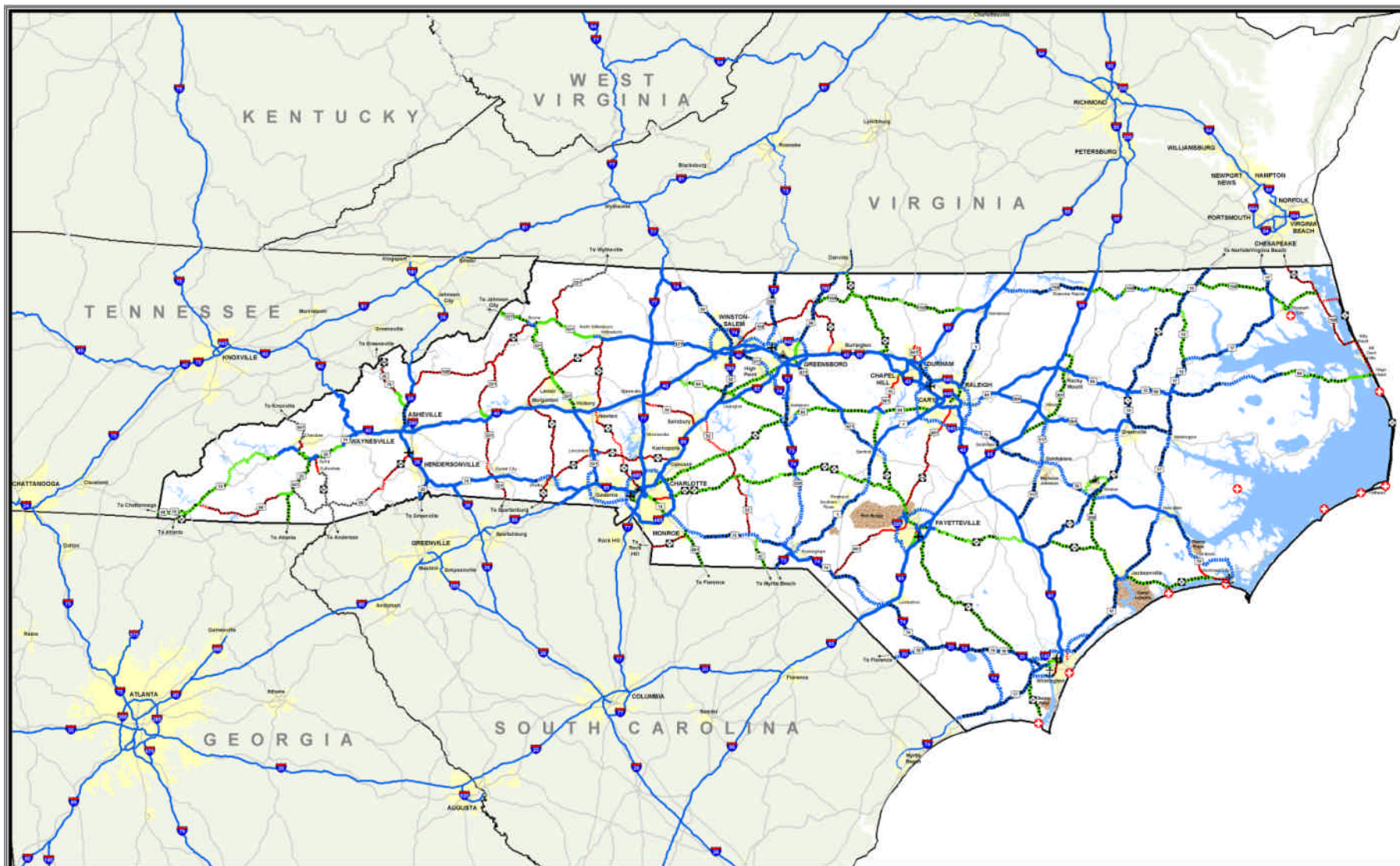
- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- Driveways Allowed but Access may be Restricted to Right-in/Right-out; Major Driveways may be Allowed Full Movements
- Some Mid-block U-turns
- Examples: US 70 between Smithfield and Goldsboro, NC 132 (College Road), NC 11 from Kinston to Greenville, US 19/23 (Patton Ave) in Asheville



# Thoroughfares



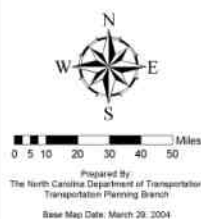
- Speed Limit: 25 to 55 mph
- Minimum 2 Lanes; No Median
- Uncontrolled Access onto facility
- Traffic Signals Allowed
- Driveways with Full Movements
- Continuous Left Turn Lanes optional
- 2, 3, 4, 5, and 7 Lane Facilities
- Examples: US 258 north of US 70, US 17 between New Bern and Washington, US 13 (Berkeley Blvd) in Goldsboro, US 158 East of Elizabeth City, US 441 south of Dillsboro



## Vision Plan

Adopted by The North Carolina  
Board of Transportation

Plan Date: September 2, 2004



## Legend

### Freeways

- Existing
- Needs Upgrade
- Recommended

### Expressways

- Existing
- Needs Upgrade
- Recommended

### Boulevards

- Existing
- Needs Upgrade
- Recommended

### Thoroughfares

- Existing
- Needs Upgrade
- Recommended

- US/Other Route
- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features

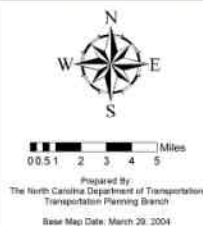




**Vision Plan  
Metrolina Area**

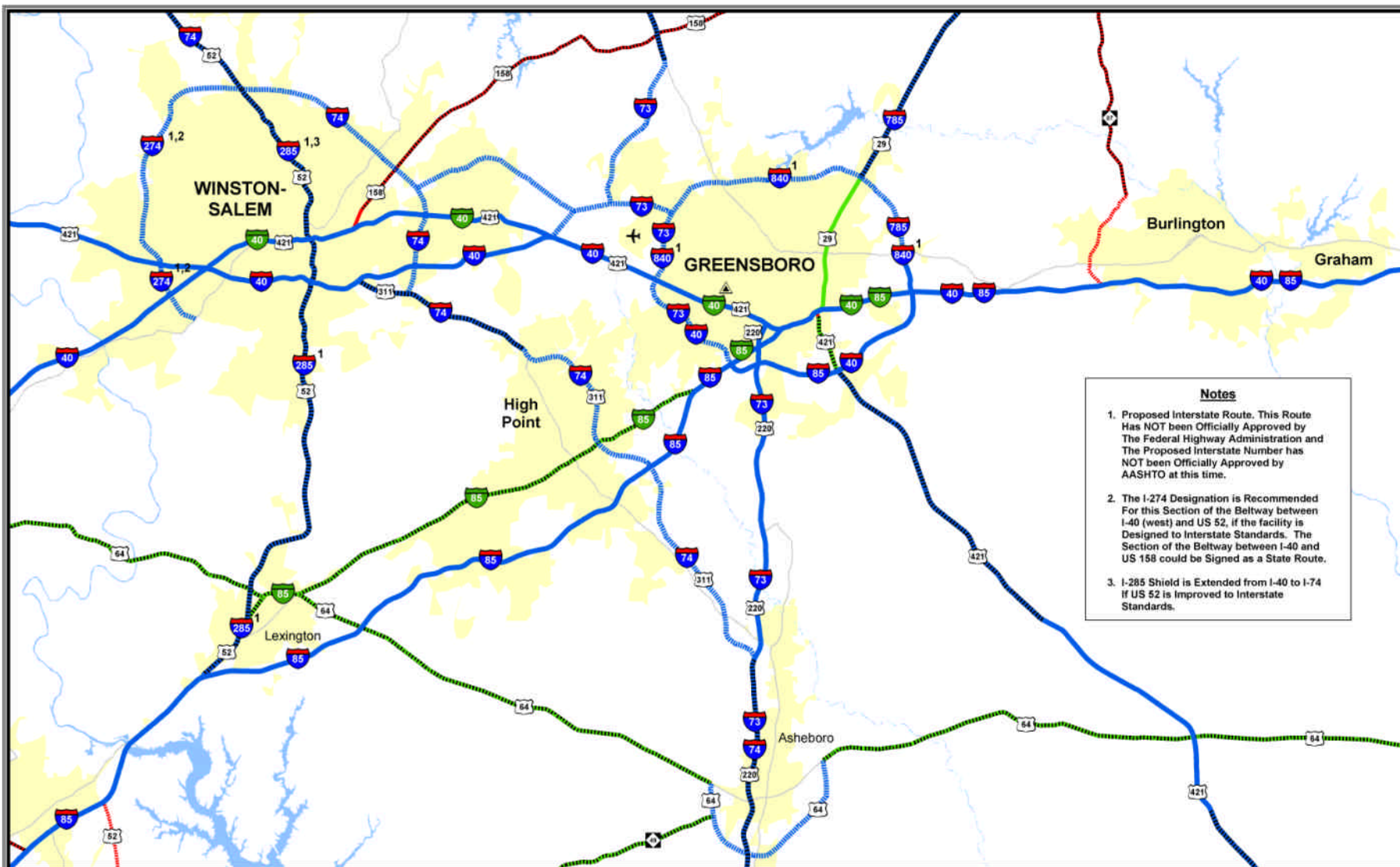
Adopted by The North Carolina  
Board of Transportation

Plan Date: September 2, 2004



Legend	
<b>Freeways</b>	<b>Boulevards</b>
Existing	Existing
Needs Upgrade	Needs Upgrade
Recommended	Recommended
<b>Expressways</b>	<b>Thoroughfares</b>
Existing	Existing
Needs Upgrade	Needs Upgrade
Recommended	Recommended
US/Other Route	State Port
Major Airport	Intermodal Connector
Coast Guard Station	Major Military Base
Urban Area	Water Features





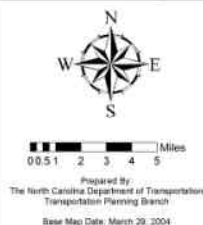
- Notes**
1. Proposed Interstate Route. This Route Has NOT been Officially Approved by The Federal Highway Administration and The Proposed Interstate Number has NOT been Officially Approved by AASHTO at this time.
  2. The I-274 Designation is Recommended For this Section of the Beltway between I-40 (west) and US 52, if the facility is Designed to Interstate Standards. The Section of the Beltway between I-40 and US 158 could be Signed as a State Route.
  3. I-285 Shield is Extended from I-40 to I-74 if US 52 is Improved to Interstate Standards.



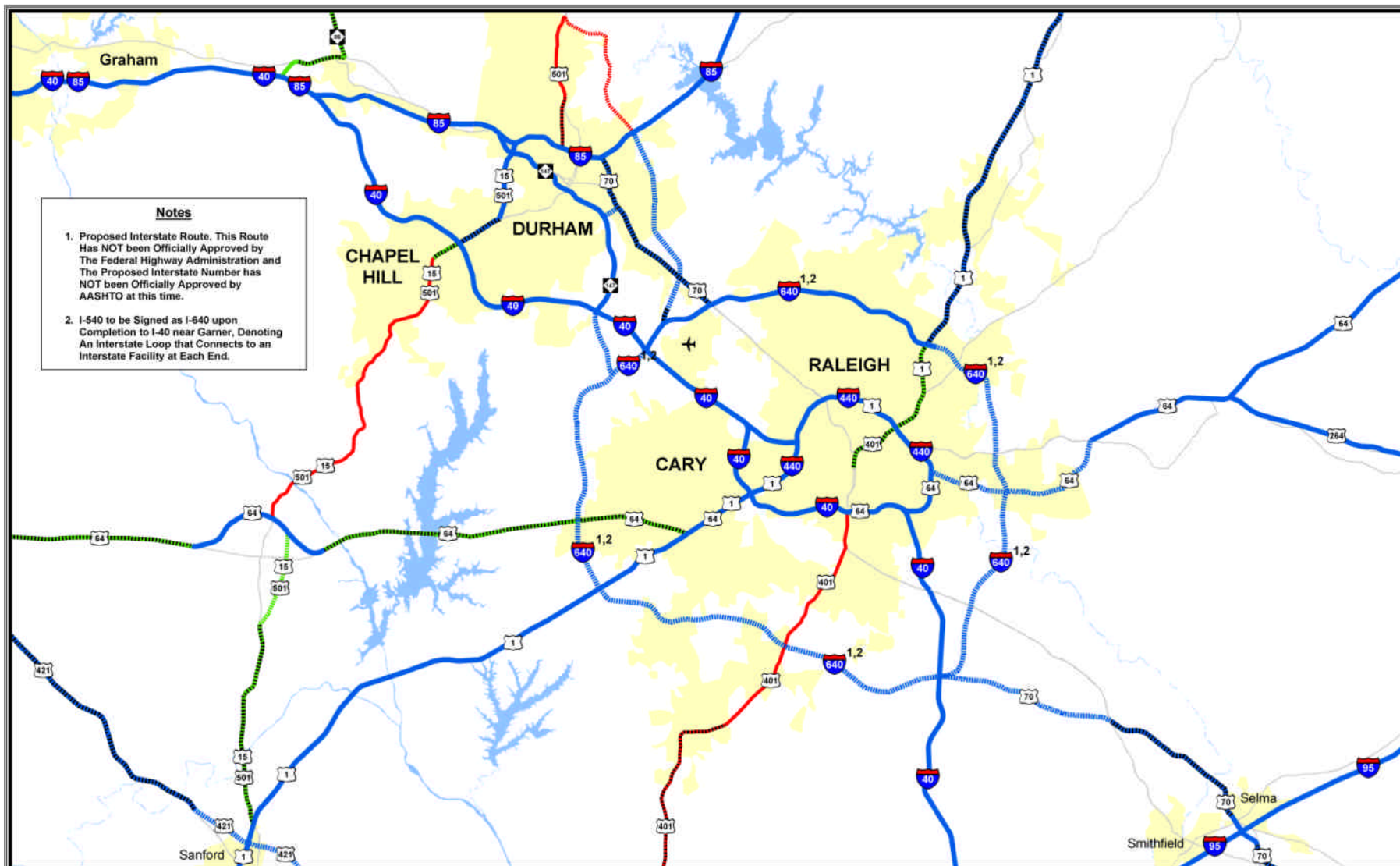
**Vision Plan  
Triad Area**

Adopted by The North Carolina  
Board of Transportation

Plan Date: September 2, 2004



- Legend**
- |  |  |   |
|--|--|---|
| <p><b>Freeways</b></p> <p>Existing (solid blue line)</p> <p>Needs Upgrade (dashed blue line)</p> <p>Recommended (dotted blue line)</p>       | <p><b>Boulevards</b></p> <p>Existing (solid red line)</p> <p>Needs Upgrade (dashed red line)</p> <p>Recommended (dotted red line)</p>          | <p>US/Other Route (thin black line)</p> <p>State Port (anchor symbol)</p> <p>Major Airport (plus symbol)</p> <p>Intermodal Connector (cross symbol)</p> <p>Coast Guard Station (star symbol)</p> <p>Major Military Base (yellow square)</p> <p>Urban Area (yellow shaded area)</p> <p>Water Features (blue shaded area)</p> |
| <p><b>Expressways</b></p> <p>Existing (solid green line)</p> <p>Needs Upgrade (dashed green line)</p> <p>Recommended (dotted green line)</p> | <p><b>Thoroughfares</b></p> <p>Existing (solid black line)</p> <p>Needs Upgrade (dashed black line)</p> <p>Recommended (dotted black line)</p> |   |



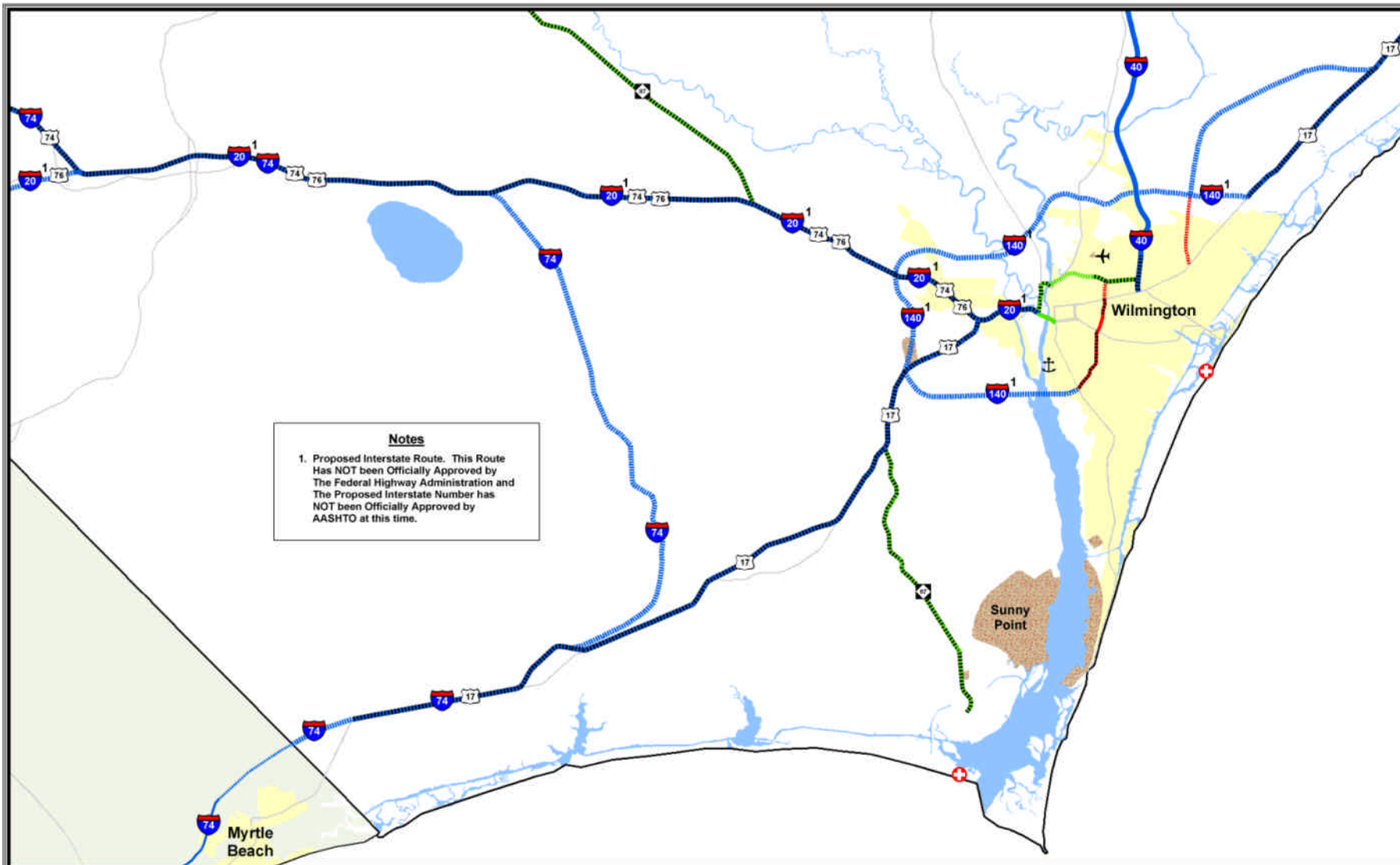
## Vision Plan Triangle Area

Adopted by The North Carolina  
Board of Transportation

Plan Date: September 2, 2004



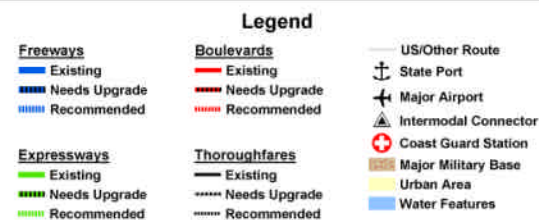
Legend	
<b>Freeways</b>	<b>Boulevards</b>
Existing	Existing
Needs Upgrade	Needs Upgrade
Recommended	Recommended
<b>Expressways</b>	<b>Thoroughfares</b>
Existing	Existing
Needs Upgrade	Needs Upgrade
Recommended	Recommended
	US/Other Route
	State Port
	Major Airport
	Intermodal Connector
	Coast Guard Station
	Major Military Base
	Urban Area
	Water Features



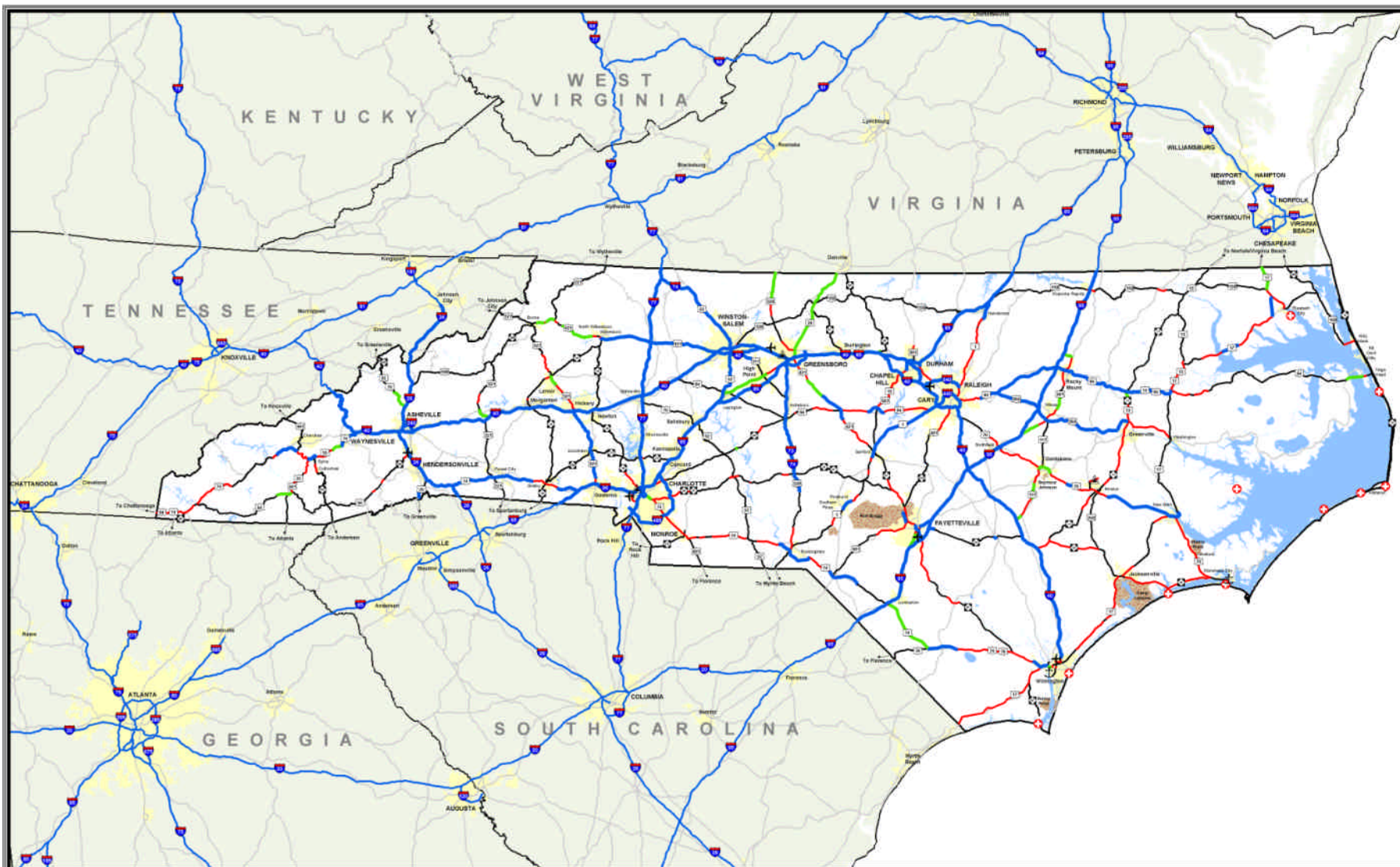
**Vision Plan  
Southeastern NC**

Adopted by The North Carolina  
Board of Transportation

Plan Date: September 2, 2004

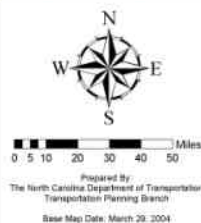






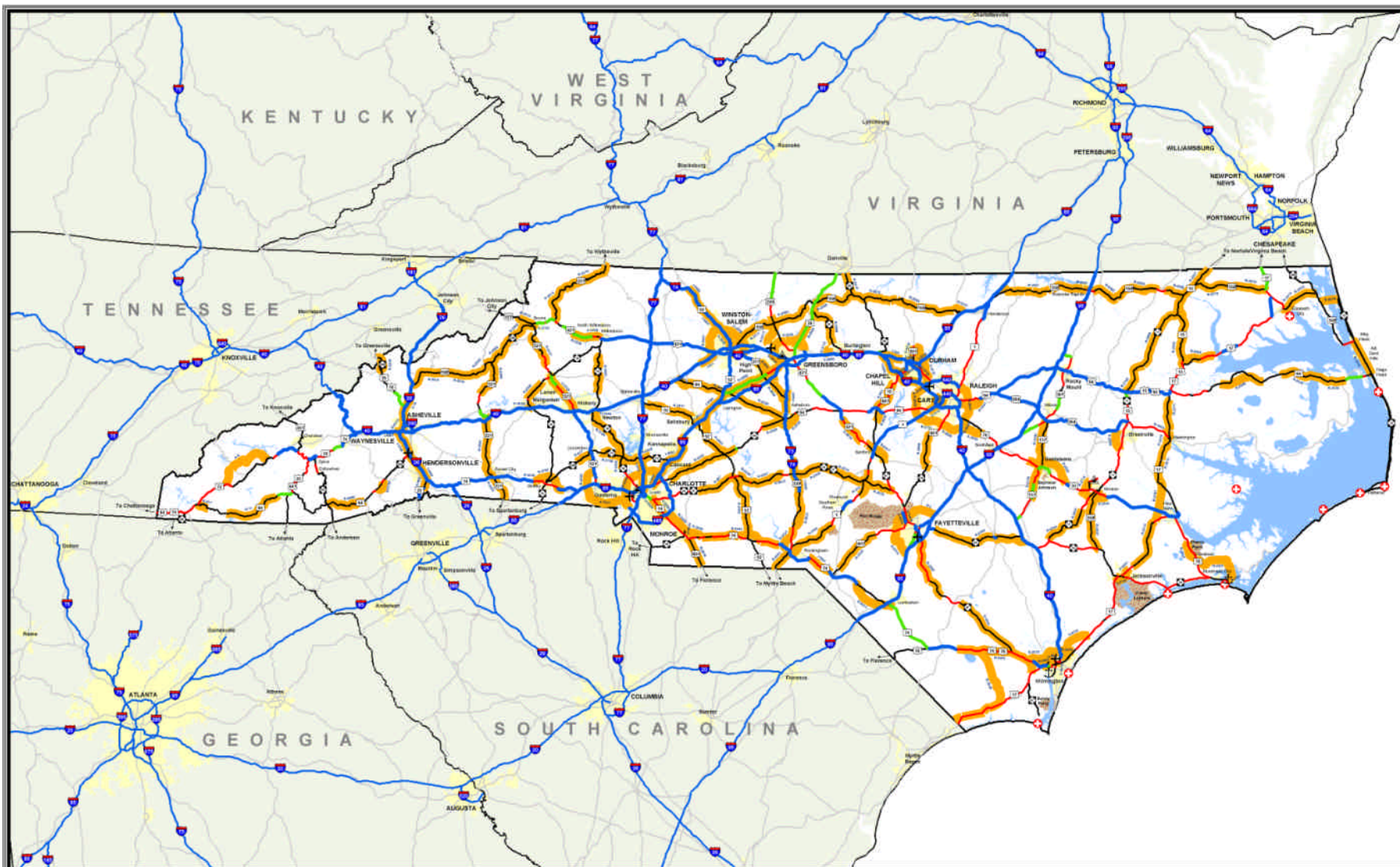
## Existing Facility Types

Date: September 2, 2004



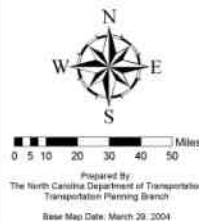
## Legend

- Freeways
- Expressways
- Boulevards
- Other Major Thoroughfares
- US/Other Route
- ⚓ State Port
- ✈ Major Airport
- ⚓ Intermodal Connector
- ⊙ Coast Guard Station
- Major Military Base
- Urban Area
- Water Features



## Existing Facility Types & TIP Projects

Date: September 2, 2004



- Freeways
- Expressways
- Boulevards
- Other Major Thoroughfares
- TIP Projects
- R.0000 TIP Project Number

### Legend

- US/Other Route
- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features



# Q & A

Q: The maps only show the “general” facility types definitions (**Freeways, Expressways, Boulevards, & Thoroughfare**)s. Why are **Type I & Type II** not illustrated?

A: The different types of Expressways and Boulevards will be determined during a project, study, or transportation plan. DOT will always strive for Type I facilities, however, this may not always be feasible.

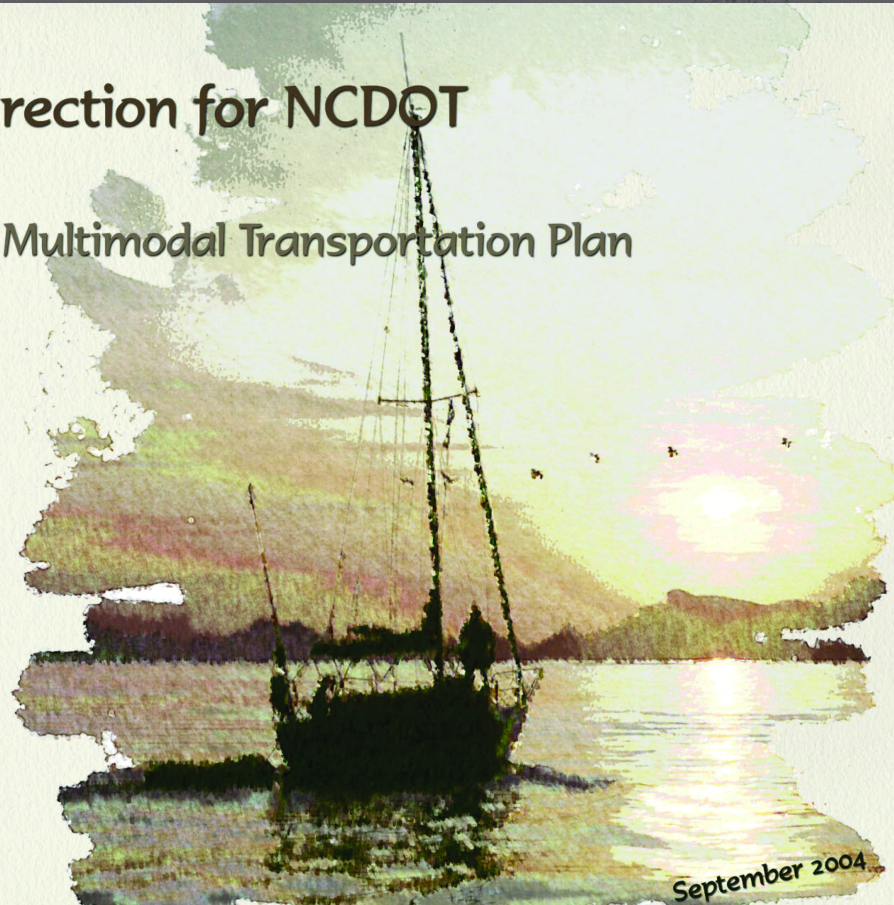


# *What NCDOT Is Going To Do*

- BOT Adopted SHC Concept as part of new Statewide Transportation Plan in Sept. 2004

## Charting a New Direction for NCDOT

North Carolina's  
Long-Range Statewide Multimodal Transportation Plan



September 2004

# What NCDOT Is Going To Do

- DOT, DENR, DOC, & Governor's Office will Adopt a Policy Statement on SHC Concept in November 2004.



The graphic features a map of North Carolina with a network of white dots and lines representing highway corridors. Overlaid on the map are the phrases "mobility & connectivity", "economic prosperity", and "environmental stewardship".

**Strategic Highway Corridors**  
north carolina department of transportation

**POLICY**

It is the policy of the North Carolina Department of Transportation (NCDOT), in partnership with the North Carolina Department of Commerce and the North Carolina Department of Environment and Natural Resources to recognize and further study a set of Strategic Highway Corridors. These Corridors, as identified and described in the Strategic Highway Corridors Concept Report, articulate a new planning focus for North Carolina. They represent a tool to enhance the mobility function of critical highway facilities and provide an opportunity for each Agency to proactively partner with stakeholders and the public to consider long-term vision, consistency in decision-making, land use partnerships, and overarching design and operational improvements.

The Strategic Highway Corridors concept represents the first major implementation step to be advanced under the update of North Carolina's Long-Range Statewide Multimodal Transportation Plan. Consistent with the Plan's 25-year investment direction, Strategic Highway Corridors recognizes the need to improve and maximize the use of a distinct set of existing highways. These Corridors are critical to statewide mobility and connectivity and promote a vision of modern, efficient transportation supportive of economic opportunities and environmental excellence.

*Adopted by the North Carolina Board of Transportation — September 2, 2004*

**PURPOSE**

- Promote statewide economic prosperity and support the department's environmental stewardship goals*
- Preserve North Carolina's taxpayer investment in critical highway corridors*
- Enhance major corridor mobility within and to destinations just outside North Carolina*
- Enhance connectivity of intrastate and interstate travel*
- Partner with stakeholders and all vested Agencies to create an up front vision for each Corridor*
- Identify a desired facility type for each Corridor as*  
Freeway, Expressway, Boulevard, or Thoroughfare
- Influence Systems Planning, Funding, Project Planning, Design, Access Management, and Local Land Use decisions along Corridors to achieve broader goals*

OFFICE OF THE GOVERNOR  
DEPARTMENT OF COMMERCE  
DEPARTMENT OF TRANSPORTATION  
DEPARTMENT OF ENVIRONMENTAL AND NATURAL RESOURCES

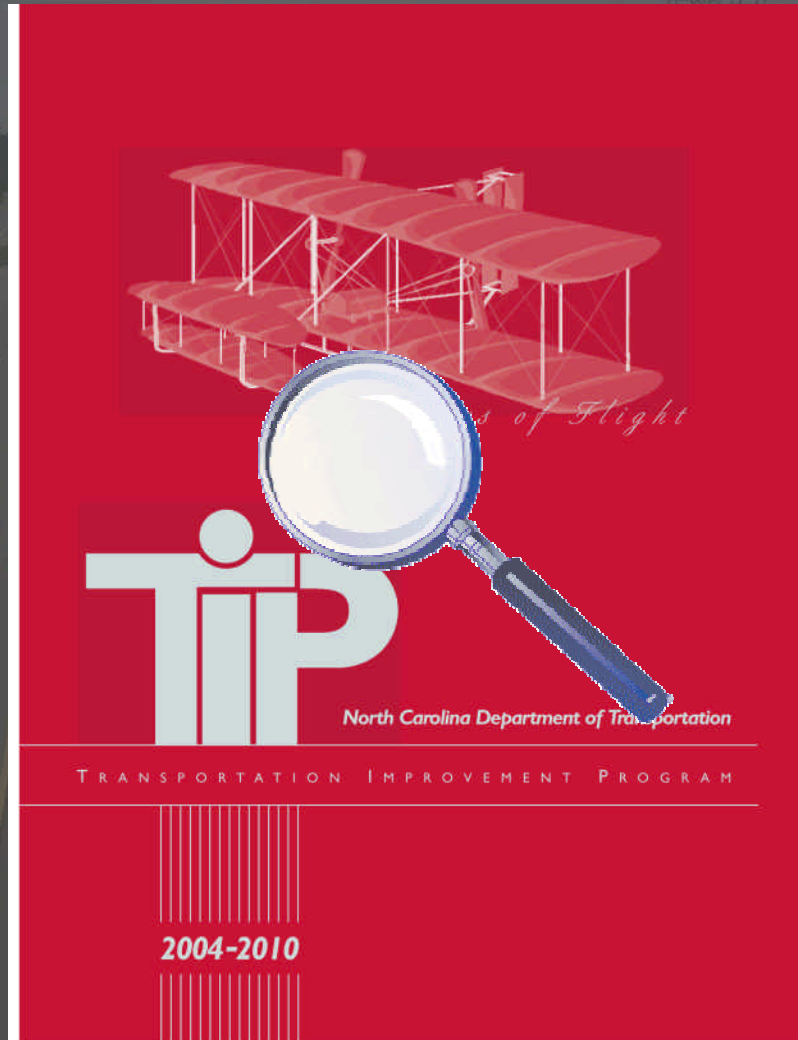
   

NORTH CAROLINA  
the state of mind

**Strategic Highway Corridors**  
north carolina department of transportation

# *What NCDOT Is Going To Do*

- Review TIP Projects to see if they Fit the Corridor Vision





# *What NCDOT Is Going To Do*

- Incorporate SHC Vision into Planning and Design Processes (TIP Projects, Transportation Plans)

Ex: If Project Involves Connection of 2 Strategic Highway Corridors, Consider Higher-Speed Interchange Designs



# *What NCDOT Is Going To Do*

- Stress Protection of Strategic Highway Corridors  
Ex: Closer Inspection of Driveway Applications and Traffic Signals along Corridors



# ***What NCDOT Is Going To Do***

## ➤ **Conduct Corridor Studies**

- Master Plan
- Tiered EIS
- Operational/Access Management Studies

## ➤ **3 Studies Underway**

- US 64/NC 49-Pilot Study
- US 17 in Brunswick County
- NC 73 in Mecklenburg County



# Q & A

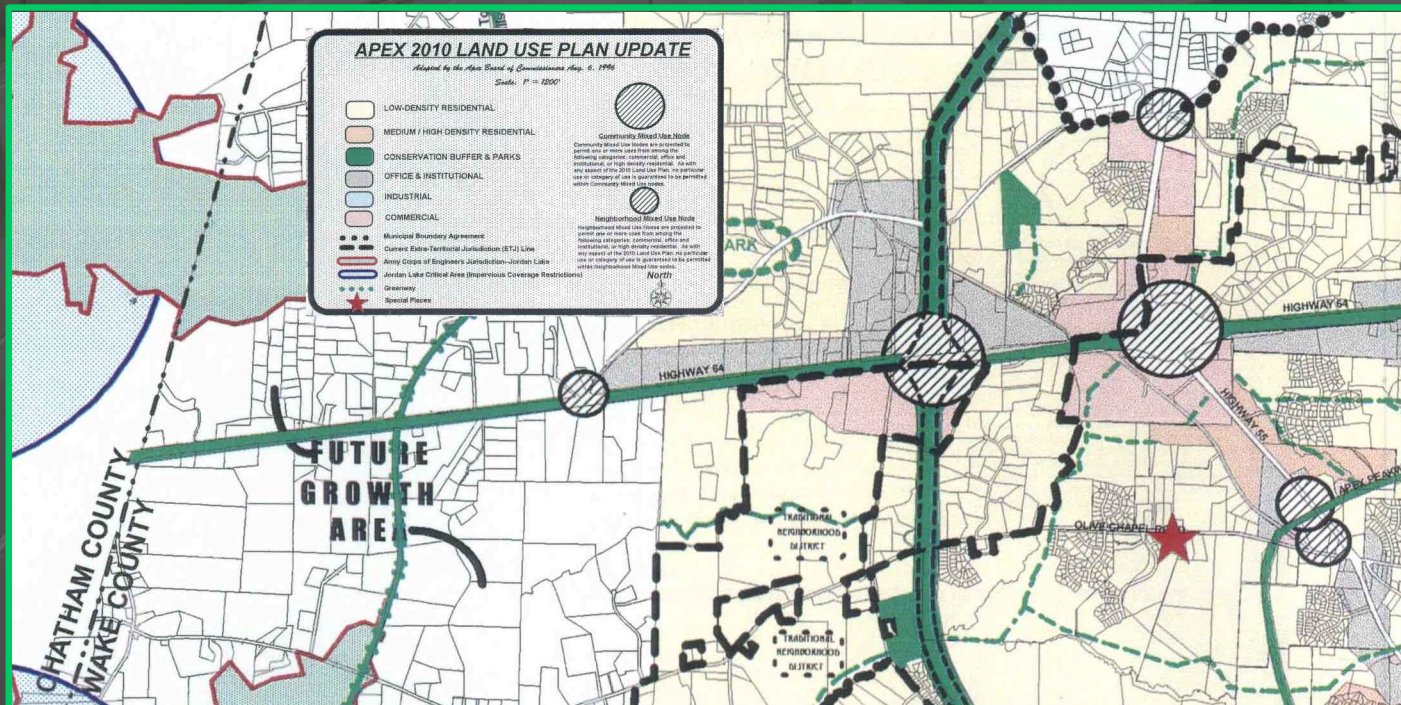
**Q: So what Corridor(s) will be Studied Next?**

**A: Factors being Considered for Future Studies include:**

- Local interest (Resolutions and/or \$\$)
- Expected Developmental Pressure
- Increasing Freight Demand
- Stage of Projects along the Corridor Equity
- Availability of Resources

# What Are We Asking From You...

- Help Implement the SHC concept
- Consideration of Strategic Highway Corridors in Planning Process (Incorporate into Local Transportation and Land Use Plans)



# *Summary*

**Mobility and Connectivity**

**Economic Prosperity**

**Environmental Stewardship**





BY-PASS  
70 WEST  
Raleigh  
↓ ↓

EXIT 336  
WEST 70 TO 95  
Selma Smithfield  
↗ ↗

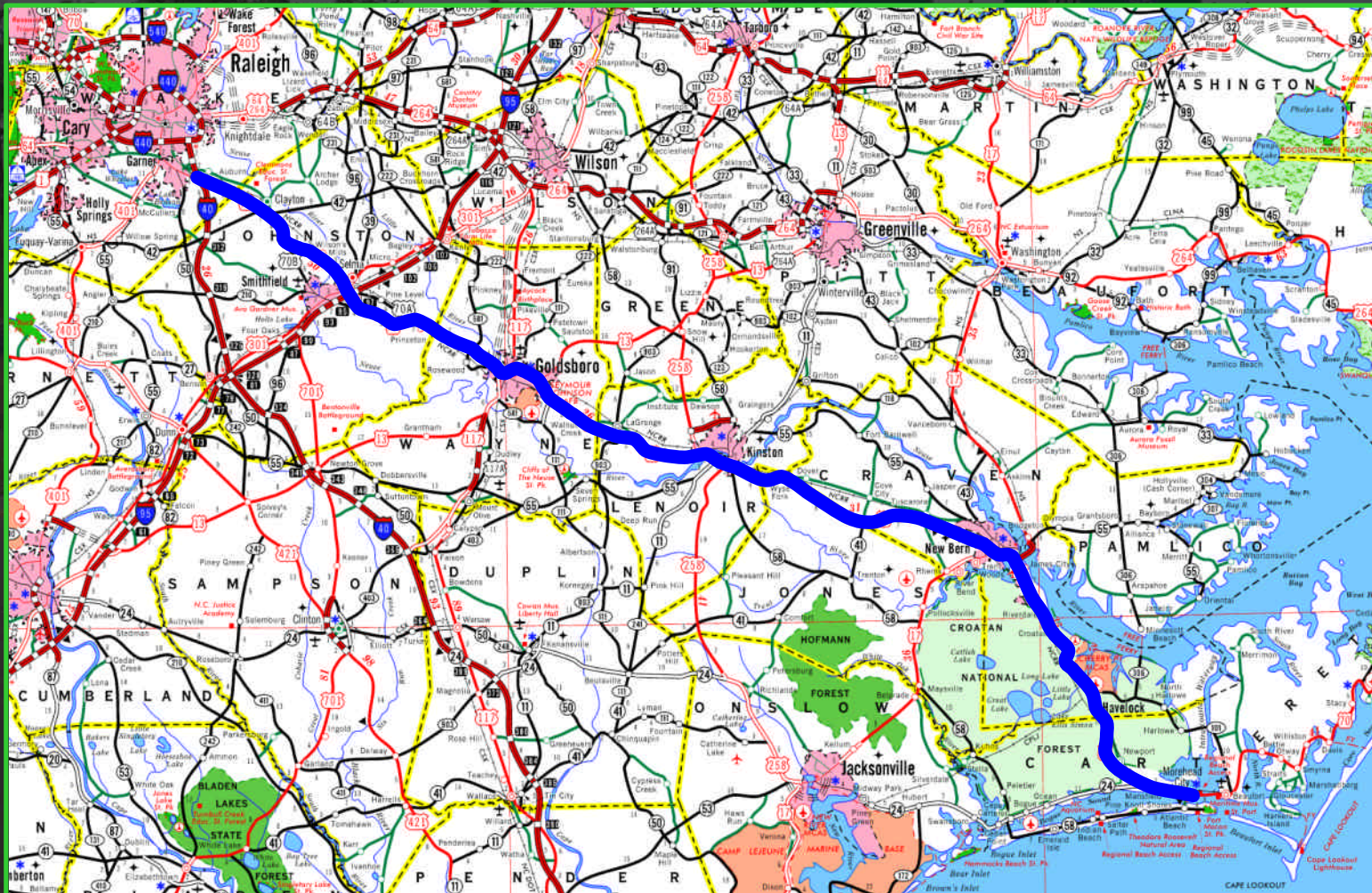
EXIT 336  
↗

TO  
301  
↗



# Corridor Studies

Looking at the Big Picture...





# Corridor Studies

## Outcomes

- Technical Analysis of Facility Type(s) and Corridor
- Determine if Existing Facility Sections are Needed
- Recommendations on Interchanges
- Environmental Analysis
- Passenger and Freight Movement





# Corridor Studies

## Outcomes

- Functional Design
- Land Use and Transportation Integration
- Short-Term Plans
- Public Involvement
- Cost Estimation



# *The Future?*





# *The Future?*

Notice  
Anything  
Missing??





SHC HOME

CONTACT

SEARCH

DOT



NCDOT



NCSMARTLINK



NCGOV

north carolina department of transportation

HOME

<http://www.ncdot.org/planning/tpb/shc/>

## Strategic Highway Corridors



The Strategic Highway Corridors (SHC) concept is an exciting initiative to protect the mobility function of critical highway facilities. The concept provides an opportunity for NCDOT and its stakeholders to consider long-term vision, consistency in decision-making, land use partnerships, overarching design, and operational changes on key routes across the state. The SHC concept articulates a new planning direction for North Carolina, providing a tool for NCDOT to protect critical facilities and avoid short-sighted decision-making.

☐ What's New☐ Overview☐ Concept Development☐ Vision☐ Corridors & Studies☐ Public Involvement☐ Documents☐ Frequently Asked Questions (FAQ)☐ Links☐ Access Management